

as he deems necessary to be assured of the safety and seaworthiness of the vessel.

### Subpart 91.27—Reinspection

#### § 91.27-1 When made.

(a) At least one reinspection shall be made on each vessel holding a certificate of inspection valid for two years. This reinspection will be made, where possible, between the tenth and fourteenth month of the period for which the certificate is valid.

(b) No written application for reinspection will be required.

#### § 91.27-5 Scope.

(a) The inspector shall examine all accessible parts of the vessel's hull, machinery, and equipment to be assured that it is in a satisfactory condition.

(b) In general, the scope of the reinspection shall be the same as for the inspection for certification, but will be in less detail unless it is determined that a major change has occurred since the last inspection.

#### § 91.27-10 Deficiencies in maintenance.

(a) If the reinspection reveals deficiencies in the maintenance as called for by the regulations in this subchapter, such necessary repairs or improvements shall be made as may be ordered.

#### § 91.27-13 Alternative provisions for reinspections of offshore supply vessels in foreign ports.

(a) The owner or operator of an offshore supply vessel of less than 400 gross tons, except liftboats as defined in § 90.10-20 of this subchapter, may request authorization to conduct an alternative midperiod examination. The request must be made to the Officer in Charge, Marine Inspection who is assigned responsibility for conducting inspections in the country in which the vessel is operating and will be examined. To qualify for the alternative midperiod examination, the following requirements must be met:

(1) The request for authorization must be in writing and received by the cognizant Officer in Charge, Marine Inspection before the end of the twelfth

month of the period of validity of the vessel's certificate of inspection; and

(2) The vessel is expected to be continuously employed outside of the United States during the tenth through the fourteenth month of the period of validity of the vessel's certificate of inspection.

(b) In determining whether to grant authorization for the alternative midperiod examination, the Officer in Charge, Marine Inspection shall consider the following:

(1) Information contained in previous inspection and drydock examination reports, including the Officer in Charge, Marine Inspection's recommendation for participation in the alternative midperiod examination program, if one has been made;

(2) The nature, number, and severity of any marine casualties or accidents, as defined in § 4.03-1 of this chapter, which the vessel has experienced in the last three years;

(3) The nature, number, and severity of any outstanding inspection requirements for the vessel; and

(4) The owner or operator's history of compliance and cooperation in the alternative midperiod examination program, including:

(i) The prompt correction of deficiencies;

(ii) The reliability of previously submitted alternative examination reports; and

(iii) The reliability of representations that the vessel under consideration will be, and other vessels previously examined under this section were, employed outside of the United States for the tenth through the fourteenth month of the periods of validity of their certificates of inspection.

(c) If authorization is granted, the Officer in Charge, Marine Inspection shall provide the applicant written authorization to proceed with the alternative midperiod examination, including special instructions when appropriate.

(d) The following conditions must be met for the alternative midperiod examination to be accepted by the Coast Guard in lieu of conducting a reinspection in accordance with § 91.27-1 of this subpart.

(1) The alternative midperiod examination must be conducted between the tenth and fourteenth month of the period of validity of the vessel's certificate of inspection.

(2) The alternative midperiod examination must be of the scope detailed in § 91.27-5 of this subpart and must be conducted by the vessel's master, owner, operator, or a designated representative of the owner or operator.

(3) Upon completion of the alternative midperiod examination, the person or persons conducting the examination shall prepare a comprehensive report describing the conditions found. This examination report shall contain sufficient detail to allow an evaluation to be made by the Officer in Charge, Marine Inspection to whom the report is submitted that the vessel is fit for the service and route specified on the certificate of inspection. The report must include reports and receipts documenting the servicing of lifesaving and fire protection equipment, and any photographs or sketches necessary to clarify unusual circumstances. Each person preparing the report shall sign it and certify that the information contained therein is complete and accurate.

(4) Unless the vessel's master participated in the alternative midperiod examination and preparation of the examination report, the master shall review the report for completeness and accuracy. The master shall sign the report to indicate review and forward it to the vessel's owner or operator who requested authorization to conduct the examination.

(5) The owner or operator of an offshore supply vessel examined under this subpart must review and submit the report required by paragraph (d)(3) of this section to the Officer in Charge, Marine Inspection who issued the authorization to conduct the alternative midperiod examination. The examination report must be received by the cognizant Officer in Charge, Marine Inspection before the first day of the sixteenth month of the period of validity of the vessel's certificate of inspection. The forwarding letter or endorsement must be certified and contain the following information:

(i) That the person or persons who conducted the examination acted on behalf of the vessel's owner or operator;

(ii) That the examination report was reviewed by the owner or operator;

(iii) That the discrepancies noted during the examination have been corrected or will be corrected within a stated time frame; and

(iv) That the owner or operator has sufficient personal knowledge of conditions aboard the vessel at the time of the examination or has made necessary inquiries to justify forming a belief that the examination report is true and correct.

(e) The form of certification required under this subpart is as follows:

I certify that the above is true and complete to the best of my knowledge and belief.

(f) Deficiencies and hazards discovered during an alternative midperiod examination conducted pursuant to this section must be corrected or eliminated, if practical, before the examination report is submitted to the Officer in Charge, Marine Inspection in accordance with paragraph (d)(5) of this section. Deficiencies and hazards that are not corrected or eliminated by the time the examination report is submitted must be listed in the report as "outstanding." Upon receipt of an examination report indicating outstanding deficiencies or hazards, the Officer in Charge, Marine Inspection shall inform the owner or operator of the vessel in writing of the time period specified to correct or eliminate the deficiencies or hazards and the method for establishing that it has been accomplished. Where a deficiency or hazard remains uncorrected or uneliminated after the expiration of the time specified for correction or elimination, the Officer in Charge, Marine Inspection shall initiate appropriate enforcement measures.

(g) Upon receipt of the report required by paragraph (d)(3) of this section, the Officer in Charge, Marine Inspection shall evaluate it and make the following determinations:

(1) Whether the alternative midperiod examination is accepted in lieu of the reinspection required by § 91.27-1 of this subpart;

(2) Whether the vessel is in satisfactory condition; and

(3) Whether the vessel continues to be reasonably fit for its intended service and route.

The Officer in Charge, Marine Inspection may request any additional information required to make the determinations required by this section. The Officer in Charge, Marine Inspection shall inform the owner/operator in writing of the determinations required by this section.

(h) Should the Officer in Charge, Marine Inspection determine in accordance with paragraph (g) of this section that the alternative midperiod examination is not accepted in lieu of the reinspection required by § 91.27-1 of this subpart, the vessel must be reinspected by the cognizant Officer in Charge, Marine Inspection as soon as practical.

[CGD 82-004a, 55 FR 2525, Jan. 25, 1990]

#### **§ 91.27-15 Inspectors not limited.**

(a) Nothing in this subpart shall be construed as limiting the inspector from making such tests or inspections as he deems necessary to be assured of the seaworthiness of the vessel.

### **Subpart 91.30—Inspection After Accident**

#### **§ 91.30-1 General or partial survey.**

(a) A survey, either general or partial, according to the circumstances, shall be made every time an accident occurs or a defect is discovered which affects the safety of the vessel or the efficacy or completeness of its lifesaving appliances, fire-fighting or other equipment, or whenever any important repairs or renewals are made. The survey shall be such as to insure that the necessary repairs or renewals have been effectively made, that the material and the workmanship of such repairs or renewals are in all respects satisfactory, and that the vessel complies in all respects with the regulations in this subchapter.

### **Subpart 91.35—Sanitary Inspections**

#### **§ 91.35-1 When made.**

(a) An inspection of quarters, toilet and washing spaces, serving pantries, galleys, etc., shall be made at least once in every month. If the route of the vessel is such that it is away from a United States port for more than one month, an inspection shall be conducted at least once every trip.

### **Subpart 91.40—Drydocking**

#### **§ 91.40-1 Definitions relating to hull examinations.**

As used in this part—

(a) *Drydock examination* means hauling out a vessel or placing a vessel in a drydock or slipway for an examination of all accessible parts of the vessel's underwater body and all through-hull fittings.

(b) *Internal structural examination* means an examination of the vessel while afloat or in drydock and consists of a complete examination of the vessel's main strength members, including the major internal framing, the hull plating, voids, and ballast tanks, but not including cargo or fuel oil tanks.

(c) *Cargo tank internal examination* means an examination of the vessel while afloat or in drydock and consists of an examination of the internals of all cargo tanks; except, if the vessel is certificated to carry cargoes regulated under part 38 or subchapter O of this chapter, the cargo tank internal examination must be accomplished as specified in parts 38 and 151 of this chapter respectively.

(d) *Underwater survey* means the examination, while the vessel is afloat, of all accessible parts of the vessel's underwater body and all through-hull fittings.

[CGD 84-024, 52 FR 39653, Oct. 23, 1987, as amended by CGD 84-024, 53 FR 32231, Aug. 24, 1988; CGD 95-028, 62 FR 51206, Sept. 30, 1997]